New-York Daily Times.

VOL. IV....NO. 962 NEW-YORK, WEDNESDAY, OCTOBER 18, 1854. PRICE TWO CENTS.

THE ARCTIC.

ADDITIONAL PARTICULARS.

STATEMENT OF MR. SIMON.

Letters from Baron de Trobriand and Chandler White, Esq.

The excitement which has been created by the melancholy disaster to the Arctic has not yet subsided, and the anxiety with which all parties are pursued with regard to the fate of the ill-fated steamer is still as great as ever. The most important news is a telegraphic dispatch which appears in the Boston papers of this morning, and which we publish elsewhere. It will be seen by the dispatch that the Arctic was spoken on the 30th inst., in lat. 42 deg. 30 min., lon. 47 deg. 30 min., by the brig Caroline, Capt. Hallett, from Cardiff for Boston. The Arctic was then under sail, and had on board 300 passengers and 175 tons of coal. She was in good condition, and had been seen by the Caroline on the 28th inst., in lat. 42 deg. 30 min., lon. 49 deg. 30 min. The Caroline reports that the Arctic was then steering W. by S., with a fair wind, and was apparently making good headway. The Caroline was boarded by Capt. Hallett, who remained on board the Arctic for about two hours. He reports that the Arctic was then in charge of Capt. Luce, and that all on board were in good spirits, and confident of reaching port in safety. The Caroline was then about 1,000 miles from Halifax, and 1,200 miles from Cape Race. The Arctic was then about 1,000 miles from Halifax, and 1,200 miles from Cape Race. The Caroline was then about 1,000 miles from Halifax, and 1,200 miles from Cape Race.

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THE ARCTIC

Awful Catastrophe. Sinking of the Steamer Arctic.

300 Souls Lost!

Only 150 Saved!

Full Particulars.

We have the painful duty to announce the total loss of the steamer Arctic, with the loss of 300 lives. The following are the particulars, as far as we have been able to collect them:

The Arctic left this port on Saturday, the 7th inst., at 3 P. M., with 400 souls on board, and a full cargo. She had fine weather during the first part of the passage, and made rapid progress. On Monday, the 9th inst., at 2 A. M., she was struck by the propeller of the steamer Pacific, which was coming down the coast at the rate of 15 knots. The Pacific struck the Arctic on the starboard side, about amidships, and cut her down to the water's edge. The Pacific was also seriously injured, and was compelled to put back to Nun-Port for repairs. The Arctic sank in about ten minutes after the collision occurred.

It is doubted, I know by some, if the Arctic was pierced with the *centre*, (centre,) which are required by law. I hope that she was, but whether or not, should be ascertained by a searching and judicial investigation, and though I have all the most entire confidence in the honor and integrity of the officers of the steamer, I am not willing to accept their statements as conclusive. Every vessel will be generally condemned for the slightest neglect in this particular, and the law will be enforced. Fortunately, in this case, the penalty is not death, but the loss of the vessel, and the imprisonment for life of the owners are found guilty of neglect in the particular. I think that where the disaster has happened after all the boats and life-preservers are found floating about, all doubt, in the minds of disinterested persons, as to the cause of the disaster is removed, and the owners are more severely punished than they would be by the infliction of the severest penalty known to the law. Fortunately, the law will be enforced in this case, and the owners of the Arctic will be punished to the full extent of the law.

The Arctic was a new vessel, and had made but one trip to this port. She was built by Messrs. Dorrance, Sanford & Co., and was considered one of the finest vessels afloat. She was commanded by Capt. James Luce, a gentleman of great experience and ability, and was in every respect a first-class vessel. She was owned by the Arctic Steamship Company, and was insured for $300,000 in the Atlantic Insurance Company, and for $200,000 in the Pacific Insurance Company. She was also insured in the Neptune Insurance Company, and in the Hudson River Insurance Company, but to what amount we have not been able to learn. She was also insured in the Marine Insurance Company, but to what amount we have not been able to learn. She was also insured in the Marine Insurance Company, but to what amount we have not been able to learn. She was also insured in the Marine Insurance Company, but to what amount we have not been able to learn.

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New-York University—Medical Department.

MURDER TRIAL.

COURT OF GENERAL SESSIONS.

Before Recorder Barnard.

SOUTH OF OTHER MATTERS.

Before Judge Daly.

SUPREME COURT—CHAMBERS.

Before Judge Roosevelt.

THE COLLEGE PROFESSORS' MEETING.

SPEECH AND SPEAKERS' DEFICIENCY.

Professor Mackey's Second Lecture.

ARREST AND ARRIVAL.

New-York Daily Times.

NEW-YORK, WEDNESDAY, OCT. 19, 1854.

Governor Seymour's Position.

Political exigences often exact from individuals very great sacrifices of personal convenience, and sometimes involve the necessity of apparently compromising both character and interests. Governor Seymour's present position will probably test both to such an embarrassment, when he voted the Prohibitory bill passed at the last session of the Legislature. Mr. DELAVAN bears witness to the "distress of mind" which the Governor exhibited in a private interview with a n, at being subjected to disagreeable alternatives. He appealed to the friends of Temperance, and to the "*seeking ap-*" present, to relieve him from the dilemma in which he knew he must be placed by the action of the Convention. "In consequence of his peculiar interest," in consequence of their interest, without reference to political considerations, his friends solicit such an act. And it is from that subject at an early day. And it is from that motive, and the personal aid, on which they rely for success in the coming campaign. It is the alone fears the Custom-House and Democratic office-holders, that control. Without the personal influence which entered into the action of the Convention which renominated Governor Seymour, he would have been defeated. Governor Seymour, by the exercise of the veto power, made no issue which he knew he must meet before the people —he saw, moreover, that it would place him in an apparent relation to the Temperance cause, which he did not wish to occupy :—and he was "distressed in mind" at the foreseen distrust of the friends of the cause, and especially of the "seeking reform" from those interested in the "*seeking*" the chairmanship and representation that he knew he must meet. Governor Seymour, by the exercise of the veto power, has placed himself in the right

SPECIAL NOTICES.

$60,000 TO LOAN—On Bonds and Mortgages, or approved City Property, in sums to suit. Apply to WILLIAM H. HAVEN, No. 2 Nassau-st.

TO RENT FURNISHED—A handsome Parlor and Bedroom, with Board, in a private family, at No. 19 Bond-st.

TO RENT FURNISHED—A handsome Parlor and Bedroom, with Board, in a private family, at No. 19 Bond-st.

TWO YOUNG GENTLEMEN, from the country, wishing to attend the Academies of this city, can be accommodated with Board and Rooms

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MEDICAL.

TO LET.

NEW-YORK CITY BUSINESS DIRECTORY.

INSTRUCTION.

MARKET REPORTS.

NEW-YORK CITY.

LAW INTELLIGENCE.

ZINC PAINTS.

ZINC PAINTS—THE NEW JERSEY ZINC COM-

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BANK OF COMMERCE—QUARTERLY RE-

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AUCTION NOTICE—SALE 5 DAYS THIS DAY,

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STEAMBOATS.

DAY BOAT FOR ALBANY.—This well known and

FOR CALIFORNIA.

NEW-YORK AND CALIFORNIA STEAMSHIP

FOR THE SOUTH.

SEMI-MONTHLY LINE FOR NEW-ORLEANS

FOR LIVERPOOL.

FOR LIVERPOOL—THE FAST SAILING PACKET

FOR HAVRE.

FOR HAVRE, 1st.—PALMER & ASPINWALL

FOR BREMEN.

FOR BREMEN—THURSDAY, Oct. 26, 1854, OUR NEW

MEMORIALS TO THE DEAD.

MEMORIALS NOBLE AT ZOETICE.—WIL-

DISSOLUTIONS OF PARTNERSHIP.

DISSOLUTION.—M. EDWARD BUSHNELL and THOMAS HUNTINGTON, with James Brown, Esq., will continue the business of Brown, Shipley & Co., at the same place, under the firm of BROWN, SHIPLEY & CO.

LIVERPOOL, Oct. 1, 1854.

COPARTNERSHIPS.

DISSOLUTION.—M. EDWARD BUSHNELL and THOMAS HUNTINGTON, with James Brown, Esq., will continue the business of Brown, Shipley & Co., at the same place, under the firm of BROWN, SHIPLEY & CO.

LIVERPOOL, Oct. 1, 1854.

GAS FIXTURES, LAMPS, &c.

LAMPS, CAMPHENE, &c.

CHARLES PULLEN, No. 289 GREENWICH-ST.,

BANKING HOUSE.

BANKING HOUSE—DUNCAN, SHERMAN & CO.

BANKERS AND BROKERS.

BANKERS AND BROKERS IN EXCHANGE—

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BANKERS—DUNCAN, SHERMAN & CO.

AUCTION SALES.

AUCTION SALE—ON THURSDAY, Oct. 26, at 10

REAL ESTATE.

REAL ESTATE—TUESDAY, Oct. 24, at 12 o'clock

LEGAL NOTICES.

LEGAL NOTICE.—In pursuance of an order of